



Public Safety and School Safety

- **CN Safety Record** – According to a 2005 Canadian Government Report, *54% of locomotives, 50% of train breaks and 26% of crossings* were found to be defective.
- **CN Receives Lowest Rating** – According to a 2005 Canadian Government Report that audited CN's operations, *54% of CN locomotives, 50% of its train brakes and 26% of the CN-maintained crossings* were found to be defective. In a May report released this year by the Canadian Parliament, CN received the lowest grade level possible on implementing safety management systems (SMS) designed to offset accidents and other safety hazards. This report discussed a "climate of fear" that CN had fostered for employees trying to report safety-related problems.
- **Environmental Impact** – The Federal Highway Administration's national forecasts for rail tonnage are projected to rise by 55% between 1998 and 2020. Under new federal regulations announced this year, poisonous chemicals, radioactive substances, explosives and other high-risk materials may increasingly be routed onto the CN/EJ&E rail line; there may be more than a proportional increase in hazardous materials traveling through our local communities. If precipitation or contaminated storm-water penetrates to a saturated aquifer, it contaminates the aquifer as well, thus degrading the water supply.
- **First Responder and Emergency Services** – A blocked crossing impedes the response time of a first responder and emergency services route to the hospital. Often times, this is a matter of life or death. According to local emergency room officials, for every extra minute of delay for a heart-attack patient, the chance of survival is reduced by 10%. Freight trains can take 4-6 minutes, sometimes longer, to pass a crossing, depending on speed and other factors. A 6-minute delay at a crossing leads to a greatly reduced chance of survival.
- **School Safety** – School buses will now have to cross tracks that have a significant increase in traffic. Further, this increase and the length of trains pose a dangerous risk to schoolchildren who live and play in the area. Moreover, many communities have schools within a close proximity to this line.

Suburban and Commuter Rails

- **STAR (Suburban Transit Access Route) Line** – The STAR Line would deliver a commuter rail linking the north, south and western suburbs connecting 100 communities. In addition, some suburban communities have purchased many acres in preparation for the STAR Line development. Metra has received no assurances CN will accommodate the planned STAR Line operations, and without access to the EJ&E tracks, this suburban rail expansion would be in jeopardy.
- **CREATE (Chicago Region Environmental and Transportation Efficiency)** – The CREATE program was formed a decade ago and offers a commonsense, comprehensive, regional solution to numerous rail issues impacting the greater Chicagoland area. Monies previously designated to the

program may be shifted towards costs accrued by the CN acquisition, making them a direct competitor for already scarce state and federal funding.

Traffic and Freight Congestion

- **Commuter Impact** – Increased freight congestion in the region will lead to overall increased traffic congestion. According to ICF International, a management, technology and policy consulting firm, communities should expect approximately 5.75 hour per day delays in each impacted community. Further, commuters will experience longer and more frequent wait times at rail crossings and it may take several traffic cycles to clear back-ups at ‘gate down’ areas.

False Hope for Freight Traffic Relief

- During a November 9, 2007 meeting in Franklin Park with numerous elected officials, CN spokesman Jim Kvedaras admitted freight traffic decreases in the 80 communities near the current CN rail lines would be short-lived. Subsequent CN public comments have verified that statement.
- While a slight immediate gain may be achieved, freight traffic in Chicago will double over the next 20 years (*according to data supported by CREATE*). True traffic congestion relief is not being achieved; the burden is merely being shifted to other areas.
- Suburban communities are not equipped with the rail crossing infrastructure to handle a massive increase in freight traffic, nor do they have the taxing authority to build the infrastructure that is needed for these communities to remain viable for commuter lifestyles.
- CN has been unwilling to provide freight traffic projections beyond the scope of three years (a cut-off that precedes the expansion of a major new port served by CN in western Canada). Any relief in freight traffic will quickly be filled by other Railroad carriers ready to move in to fill the open space freed up on the lines.

Mitigation Costs

- **Real Costs** – CN has offered the entire impacted region a total of \$40 million to mitigate the impact of infrastructure costs. It costs approximately \$40-50 million each to build just an underpass. If only 25% of the 133 current grade level crossings require an overpass, the cost would be approximately \$1.65 billion to appropriately mitigate this impact to the region.
- **Real Expenses** – Some of the costs to accommodate the increased freight traffic through suburban communities will include grade crossing upgrades (building overpasses/underpasses), fences, quiet zone infrastructure, first responder equipment and training.
- **Taxpayer Bailout of CN** – CN’s President indicated the bulk of the funding to help mitigate the costs of infrastructure improvements should come from taxpayer dollars (*Chicago Tribune, February 13, 2008*).